

JUNE 2007

# ALL HANDS

MAGAZINE OF THE U.S. NAVY



## BATTLE OF MIDWAY

"IT IS THE FUNCTION OF THE NAVY TO CARRY THE WAR TO  
THE ENEMY SO THAT IT WILL NOT BE FOUGHT ON U.S. SOIL."

- ADM CHESTER WILLIAM NIMITZ





#### [On the Front Cover]

June 4-6 is the 65th Anniversary of the Battle of Midway. Turn to Page 14 to meet some of the men who were there, and discover why this battle was the turning point for the Pacific Fleet during World War II.

#### [Next Month]

How do you become an Individual Augmentee? Find out in the July *All Hands*.

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[Number 1082]

# All HANDS

# June

## 14 Battle of Midway

Every year we celebrate the Battle of Midway as a decisive defeat of the Japanese fleet in June 1942. But, it also marked a radical change in fleet tactics that still affects the Navy even today.

U.S. Navy photo

## 24 The Best-kept Secret of the Silent Service

You usually have to look at the smallest silhouette on a ship poster to find Nuclear Research Submarine NR 1. Her small size is just one of the many things that make her unique. She's not a combat ship. She doesn't carry torpedoes or guns, but her ability to spend long periods of time on the ocean bottom gathering data, has allowed her to rack up an impressive list of accomplishments during almost 40 years of service.

Photo by MC1(AW/SW/SS) John Fields



## 30 Another Way to Serve

Ever wonder how you can help someone else? Sailors are stepping forward and volunteering to be on the registry of the C.W. Bill Young DOD Marrow Donor Program. What starts out being very big — 400,000 donors at DOD — comes down to being very personal when one donor matches one patient and gives them the best chance to regain a healthy life.

Photo by MC2(SW) Rebekah Blowers





U.S. Sailors, Marines and Soldiers recite the Oath of Allegiance to become American citizens during a naturalization ceremony held aboard USS *Cleveland* (LPD 7). Fifty-nine U.S. military members from 20 countries took the Oath of Citizenship.

Photo by MC2 Stephanie Tigner





# Speaking with Sailors

Master Chief Petty Officer of the Navy  
MCPON (SW/FMF) Joe R. Campa

We’ve discussed heritage here before. As you’ve read, I am making a deliberate effort to reinvigorate the fleet with a sense of our Navy’s history and traditions. I believe our enlisted leadership needs to lead this effort, to discuss our heritage where chiefs have the most impact: on the deckplate.

And when those discussions take place, whether at quarters on the flight deck of an amphib, on the mess decks of a submarine or the fantail of a frigate - the real value of our heritage will be realized when Sailors truly grasp the impact their predecessors have had on the nation we defend.

If we look back 65 years to 1942, to two naval battles that changed the course of World War II, we see real examples of Sailors reacting heroically under fire. On May 7, the American fleet engaged Japanese carriers for the first time. It would be America’s first taste of maritime revenge for the December attack on Pearl Harbor. The Japanese were steaming toward Australia, a significant objective of theirs, when U.S. carriers USS *Lexington* (CV 2) and USS *Yorktown* (CV 5) intercepted them. The Battle of Coral Sea had begun.

*Lexington* was damaged, abandoned and scuttled. Also destroyed were the oiler USS *Neosho* (AO 23) and the destroyer USS *Sims* (DD 409). *Yorktown* was also badly damaged, but her Sailors kept her afloat and in the fight. For the first time, two opposing forces waged a battle completely out of sight of one another. This over-the-horizon confrontation went on for two days before the U.S. fleet sank one Japanese carrier and damaged two other carriers, *Shokaku* and *Zuikaku*, preventing their participation in the next battle between the two fleets: Midway.

While the United States was able to repair *Yorktown* and return her to service within a few days, the Japanese

could not. They regrouped and prepared for a major assault near Midway Island. They now concentrated the bulk of their naval power on this offensive.

One month after Coral Sea, in what is now known as the Battle of Midway, our Navy, outnumbered despite the damage we inflicted on Japan at Coral Sea, were able to defeat the Japanese fleet and sink four more of their carriers. During three grueling days, from June 4-6, the resolve of the American Sailor was tested again. They kept planes in the air and defended their ships from Japanese attack. Their determination paid off.

The Japanese Imperial Navy would never again have the strategic advantage in the Pacific Theater.

Sailors continue to learn lessons from these two battles. At Coral Sea, our Sailors proved to the Japanese that defeating the American fleet would not come easy. Other lessons were learned and applied at the Battle of Midway, which history records as a turning point of the war.

Our Sailors kept the Japanese at bay 65 years ago, allowing Marines to begin the island hopping campaign that would drive the Japanese out of their remote outposts.

With the Japanese under control in the Pacific, our citizens at home were able to refocus their efforts in the economic sector, increasing and improving production of new and better weapons and equipment that would benefit fighting forces in both theaters. We kept our word and returned to the Philippines, the Marines fought their way to victory in the Pacific, and the Allies drove the Nazis out of North Africa and took back Europe from Hitler.

From the moment you graduate boot camp, you are a part of our heritage. You are connected to the Sailors who fought at Coral Sea and Midway. You mourn for those lost and rejoice in victory. You are part of those who made history as members of the U.S. Navy.

In May and June 1942, Sailors made it happen. They made decisions at the deckplate level that affected the outcome of the entire war. They enriched our naval heritage and brought victory home to the United States. It is our duty to remember them, to keep their memory alive, to pass on their hard-learned lessons and to develop leaders who will bring us victory now and in the future.



ALL HANDS

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# FLAG DAY

## 1 Grand Union 1776



## 2 Betsy Ross 1777



## 3 13 Stars 1777



## 4 15 Stars 1795



## 5 20 Stars 1818



## 6 Grand Star 1818



## 7 34 Stars 1861



## 8 48 Stars 1912



## 9 50 Stars 1960



## STARS

Represent each state in the Union.

## STRIPES

Represent the 13 original colonies.

## COLORS:

### RED

Valor and hardiness

### BLUE

Vigilance, perseverance, and justice

### WHITE

Purity and innocence



# Around the Fleet

## Sea Service Leaders Engage Public in 'Conversation with the Country'

In 1938, Winston Churchill addressed members of the Union League Club of Chicago, warning Americans of the gathering storm that would become World War II.

Leaders of the Sea Services recently met with civic leaders from throughout the greater Chicago area to engage them in a conversation about defining our country's maritime strategy.

The process of creating a new maritime strategy is not about updating an existing document, but focusing on a new strategy to address current challenges and to guide the Navy in an entirely new, globally-connected environment that has not existed in the past.

"What is very different about the world today is not globalization, but the degree of integration of economies," said VADM John G. Morgan Jr., Deputy Chief of Naval Operations for Information, Plans and Strategy. "We need the help of an active American public to formulate our

maritime strategy, to help us get it right for our future."

Representatives from the Chief of Naval Operations staff and the Naval War College have been traveling throughout the country in recent months to facilitate the Maritime Strategy Symposium Series. "A Conversation with the County," is an attempt to define a new maritime strategy for the nation, with a global approach to threats and opportunities around the world.

According to Morgan, a cohesive strategy is vital today, as 90 percent of the world's commerce travels by sea, 70 percent of the globe is covered by water and 75 percent of the world's population lives within 200 miles of the Earth's shorelines.

Nearly 200 civic and business leaders attended the symposium at the Union League Club of Chicago, providing input and feedback on the nation's current maritime policies and expressing their concerns for future strategy and policy.

"I think it is very important

that you have this conversation and I am glad that you are including commercial entities in your discussions because, with globalization, this affects all of us," said Chunka Mui, an independent business advisor on strategic issues. "I think this is the right approach, because the world economy depends on free trade."

Attendees had the opportunity to listen to leaders from the Navy, Marine Corps and Coast Guard discuss current maritime strategy and challenges.

Maritime strategy consists of the defining elements of American seapower. These include supporting U.S. national security while developing a strategy with a ways and means tied to an end which realizes the aspirations of Americans and what they desire to accomplish globally. The strategy must also be based on sound operational principles and serve as a guide to navigate naval forces.

Morgan said a new maritime strategy must recognize the profound changes that have occurred in recent years

with the security, maritime relevance and a boundary-less world in which adversaries can gather and disseminate information at the same speed that the United States can.

Destabilizing civil factors such as terrorism, transnational crime, regional hegemony and rising nationalism also must be considered in developing a long-term maritime strategy. The proliferation of missiles, anti-satellite and space-based weapons as well as the proliferation of submarine capabilities and weapons of mass destruction add to the difficulty.

"Today there is a blurring distinction of warfare between secretarian violence, insurgency and intra-state conflicts," Morgan said. "Our strategic ends must be based on national security objectives, vital to the needs and wants for America and its allies and relevant to the key elements of maritime power which include the Navy, Marines, Coast Guard and merchant marines."

The facilitators asked the guests to consider whether the

maritime forces of the United States should be garrisoned at home or patrolling the world. They also asked about the importance of the use of maritime forces to project power for events happening ashore, control of the seas, building relationships and responding to humanitarian and civic crises.

"The logic of our maritime strategy needs to connect to the American people and build confidence and understanding with the American public," said ADM John B. Nathman, former Commander, U.S. Fleet Forces Command, who added that today's Navy is balancing its global force management with growth requirements for maritime security and humanitarian assistance.

The Navy is also factoring in the rise of new demagogues and the reemergence of old ones.

"Our strategy must be about deterrence," Nathman said. "There is little access for the American military ashore in the world footprint. The sea services allow us to deliver a credible and powerful message of dissuasion and deterrence from a venue 12 miles out that does not have to ask for permission. The Navy provides great value to the nation because it is ready and forward."


Nathman explained how the Navy is currently partnering with allies throughout the world in a global concept of the 1,000-ship Navy, drawing on ships and manpower of strategic allies in a mutual effort to maintain freedom of the seas and safeguard open global commerce.

"In the future, more and more of the U.S. Navy will be about preventing war, decades and decades of deterrence, while sustaining the ability to win wars, if necessary to fight," Nathman concluded.

The symposium has visited Newport, R.I., Phoenix, Atlanta, Seattle, San Francisco and New York.

Symposium attendees are encouraged to reflect on the presentations and submit

comments about their views on maritime strategic policy to the panel. The Navy will then legitimize and validate proposed strategies through the testing and gaming process and analysis of results.

"I want you to think about how sea power has been important to this country and how it will contribute to its future," Morgan said in conclusion. "I encourage you to add your voice to the discussion and not to underestimate your contributions." 

Story by MCC Rhonda Burke, Navy Region Midwest, Great Lakes, Ill.

## BUPERS OnLine to Process Overseas Screening Results

Commands expecting incoming Sailors for overseas/remote duty assignments can now see suitability results in real time on BUPERS OnLine (BOL).

Testing on the BOL application began in 2006 in selected geographic areas with a high volume of screenings conducted. Command career counselors (CCC) can access the application on BOL and fill in the pull-down menu items as appropriate. The move to online reporting makes it possible to update the database in "real time," according to Lynn Saarinen, Navy Personnel Command Overseas Screening coordinator.

When a CCC records the information into BOL, gaining commands can immediately view the results. In addition, the primary officer and enlisted distribution systems are automatically updated informing the detailer of completion of screening.

According to Saarinen, feedback from the fleet on the new method is very positive.

"The real-time display benefits the Sailor, the detailer and the gaining command,"

**Machinist Mate 1st Class (SW) Elizabeth Cavazza** is the Commander, Navy Recruiting Command (CNRC) Sailor of the Year. According to the Commanding Officer of NRD Chicago, CDR David R. Klain, "Petty Officer Cavazza represents the kind of Sailor the Navy wants in the 21st century; technically astute, aggressive and committed to mission accomplishment."



"She doesn't just understand her job, she understands the big picture and how her job fits into the Navy's missions," he said.

Cavazza strongly believes "that there is always something more to learn."

An honor like CNRC SOY could be the pinnacle of any Sailor's career, but Cavazza said this is only a short resting point to future endeavors and more outstanding achievements to come.

"I want to make chief," she said, "and continue to mentor Sailors to achieve their goals. This is a great career. I'm staying in until I have to retire. There is nothing I would rather be doing."

Story by James F. Antonucci, Navy Recruiting District, Chicago.

## Ricky's Tour


By MC1 Mike Jones



she said. "This makes it much easier to keep track of the Sailor's screening status."

Commands will still be required to provide personnel support detachments with the Report of Suitability for Overseas Assignment (NAVPERS 1300/16) signed by the medical facility and transferring command.

The current message reporting process will also remain an option for those commands without Internet access.

For more information, read NAVADMIN 85/07 at: <http://www.npc.navy.mil/ReferenceLibrary/Messages/>. 

Story by MCC Teresa J. Frith, Navy Personnel Command, Millington, Tenn.

## NKO's Practice Tests Help Sailors Improve Scores Online

Sailors can improve their Armed Services Vocational Aptitude Battery (ASVAB) and College Level Examination Program (CLEP) test scores by accessing free practice tests now available through Navy Knowledge Online (NKO).

According to Nellie Moffitt, Navy General Library Program (NGLP) director, unlimited ASVAB practice tests from Peterson's Education Products may be taken online at <https://www.nko.navy.mil/>, along with CLEP tests in algebra, American government,

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# Around the Fleet



▲ **ENS Michelle Back, presents a patient at Riverside** County Regional Medical Center Children’s Hospital with a command ball cap from USS *Thach* (FFG 43). Sailors from *Thach* presented more than 13 ball caps during this hospital visit while participating in the “Caps for Kids” program. The program boosts the morale and spirits of children in hospitals by visiting with Sailors who bring along a ship’s ball cap.

Photo by MCSN Kathleen Gorby

◀ **EOD1 Jeffery Shultz shows trainees the proper** methods of handling the M-4 machine gun at the South Bay Rolton Gun Club. Shultz was recently selected as Naval Expeditionary Combat Command Shore Sailor of the Year at the Anti-Submarine Warfare Base in San Diego.

Photo by MC3 Sean P. Lenahan



▲ **Sailors assigned to USS Boxer (LHD 4), clean** the ship’s flight deck with Aqueous Film Forming Foam (AFFF). AFFF agent is part of the ships firefighting and damage control system, and can be delivered through the ship’s exterior biological and chemical counter measures wash down system.

Photo by MC3 James Seward

▼ **Sailors attached to the air department’s launch** and recovery division apply the cover to a catapult at the conclusion of flight operations aboard USS *John C. Stennis* (CVN 74).

Photo by MC3 Jon Hyde



To be considered for the “Around the Fleet” section, forward your **high resolution (5” x 7” at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station** to: [navyvisualnews@navy.mil](mailto:navyvisualnews@navy.mil)

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English composition, humanities, information systems and computers, mathematics, natural history, social sciences and history.

In addition, a limited number of CLEP practice tests are available through NKO for biology, chemistry, freshman composition, principles of management, psychology and U.S. History I and II.

NKO can also be used to search for information on distance learning programs, schools that offer traditional undergraduate and graduate degrees, and educational scholarships that are available.

Peterson’s offers printable study guides for eight tests, including ASVAB, officer candidate tests and Civil Service tests through NKO. S

*Story courtesy of Fleet and Family Readiness Marketing, Commander, Navy Installations Command, Millington Det., Millington, Tenn.*

## Perform to Serve Web Site To Require CAC Login

Sailors using the Perform to Serve (PTS) Web site are now required to log in using a Command Access Card (CAC) containing their Public Key Infrastructure (PKI) certificates.

The move was made as part of the Navy’s ongoing fight against identity theft and to protect information contained in DOD Web sites and applications.

The new security requirement restricts users from accessing the Web site from home unless they have a CAC reader installed on their home computers. PTS coordinators and the Navy’s Customer Service Center are aware of the new condition and will work with users via email, as appropriate, to submit PTS applications.

Since its inception in 2003, PTS has helped balance Navy ratings, while giving first-term Sailors a solid

career path before they can reenlist or negotiate transfer orders with their detailers.

“PTS allows Sailors the opportunity to convert from an overmanned rating to an undermanned rating or reenlist in their current undermanned rating,” said Senior Chief Personnel Specialist (SW/AW) Ron Miller, Navy Personnel Command, PTS coordinator. “Ultimately, this should increase advancement opportunities.”

The new CAC login requirement will affect career counselors as well.

“Career counselors are responsible for inputting their Sailors’ information into PTS,” added Miller. “They should make sure they are holding regular career development boards, and getting their Sailors into PTS in a timely fashion. They must update PTS monthly with any changes, and make sure their Sailors are qualified if applying for a conversion.”

Sailors can contact their command career counselor for more information on PTS or check the Bureau of Personnel Web site for the most up-to-date details at <https://www.npc.navy.mil/CareerInfo/PerformtoServe/>

For assistance with PTS, Sailors may contact PTS coordinators and the Navy’s Customer Service Center at 1(866)U-ASK-NPC, or 1(866)827-5672. S

*Story by MCC Teresa J. Frith, Navy Personnel Command, Millington, Tenn.*

## DOD Requires Post-Deployment Assessments

DOD is mandating post-deployment assessments for service members who deploy outside CONUS for more than 30 days to medical location without a fixed medical treatment facility, including service members who have returned stateside since 2004.

Personnel are also required

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# Around the Fleet

► **BM2 Padraig J. Monahan**, a dock master assigned to Naval Station Pearl Harbor, assists the harbor pilots with mooring and coordinating movement of ships.

Photo by MCSN John W. Ciccarelli Jr.



▼ **GSM3 James Cauble**, a visit, board, search and seizure (VBSS) team member assigned to USS *Mustin* (DDG 89), climbs the ship's pilot ladder after returning from the Indian Navy Ship INS *Ranjit* following a VBSS drill. The drill was part of Exercise *Malabar 07-01*, a bilateral exercise with the Indian navy off the coast of Okinawa, Japan.

Photo by MC1 John L. Beeman



▲ **ABHAN David Zampieri** removes old tile from the yellow shirt locker aboard USS *Theodore Roosevelt* (CVN 71). *Roosevelt* is undergoing a planned incremental availability period for maintenance.

Photo by MCSN Javier Capella

*continued from page 9*

to be reassessed within 90 to 180 days. The Navy's Bureau of Medicine and Surgery has set up 13 clinics to handle issues Sailors returning home may have.

"The biggest issue in our clinic is personnel are not aware that this dates back to 2004," said Hospital Corpsman 2nd Class (FMF) Anton Russ, Deployment Health Department's leading petty officer. "[DOD] didn't mandate this requirement until 2006, but we are required to reassess everyone all the way back to March 2004. Most people don't even know they are supposed to see us."

Russ said they have files on service members they need to locate.

Jodi Albert, clinical psychologist for Bethesda's Deployment Health Clinic said they are aware that service members returning from overseas don't answer the questionnaire truthfully.

"[Returning service members] typically minimize, and sometimes lie, to avoid being identified as 'in need of health care,'" Albert said.

"They are eager to get home and don't want to spend time in clinics and hospitals. They want to go see their families. But, symptoms of post-traumatic stress disorder don't usually start to emerge until a few months after the end of a traumatic situation. That's a big reason why the reassessment is required a few months after returning."

Albert said most returnees find their experiences in the clinic are positive ones, even if they're not experiencing symptoms. Sometimes, she said, it just helps them to talk about their war experiences.

"The initial stand up of these deployment health evaluations

only goes back a few years," Albert said. "Once we have the initial backlog squared away, we can go back even farther and evaluate personnel that have been deployed since September 2001." ■

*Story by MC1(AW) Paul Delighter, National Naval Medical Center, Bethesda, Md.*

## New SEAL Exhibit Opens at Navy Memorial

A new exhibit dedicated to the Navy SEALs (Sea, Air, Land) was recently opened at the U.S. Navy Memorial, Washington, D.C.

The exhibit entitled "Sea, Air, Land: The Navy's Special Operations Sailors," will run through April 2008 and was commissioned by the U.S. Navy Memorial to recognize the valuable role the Navy SEAL has played in America's defense. It also marks the beginning of a series of special activities and events which honor 2007 as "The Year of the Navy SEAL."

The memorial also pays tribute to the dedication, valor and sacrifice of the Navy's SEAL and Special Warfare Combatant-Craft Crewmen (SWCC) teams who take on the nation's most dangerous and demanding missions.

"This community, more than many, is taking the fight to the enemy on a daily basis. Their dedication under such adverse conditions demands respect and attention," said Mark Hacala, historian and education director of the U.S. Navy Memorial.

The most important trait that distinguishes Navy SEALs from all other military forces is that SEALs are maritime special operations forces, uniquely capable of striking from and returning to sea.

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# Around the Fleet



▲ Aircraft assigned to Carrier Air Wing (CVW) 5 perform a formation flight in front of Mount Fuji, Japan. CVW-5 is embarked aboard USS *Kitty Hawk* (CV 63) which is forward deployed to Fleet Activities Yokosuka, Japan.

Photo by MC3 Jarod Hodge



◀ LCDR (Dr.) Karlwin Matthews provides medical assistance to a child in Titiana, Solomon Islands. Matthews is an individual augmentee, from Balboa Naval Hospital, embarked aboard USNS *Stockham* (T-AK 3017). The ship is participating in humanitarian assistance operations led by the U.S. Department of State and other non-governmental organizations, following an 8.1 magnitude earthquake and resulting tsunami which struck the Solomon Islands. The U.S. Navy responded to a specific request from the U.S. Ambassador to Papua New Guinea and the Solomon Islands.

Photo by MC2 Andrew Meyers



▲ AW2 David Rankin stands by to direct the SH-60 helicopter assigned to Helicopter Antisubmarine Squadron (HS) 4 to the flight deck of USS *Ronald Reagan* (CVN 76). Rankin was flying during an weapons off-load between the carrier USNS *Flint* (T-AE 32).

Photo by MCC Spike Call



▲ CAPT Michael Manazir, commanding officer, and Sailors aboard USS *Nimitz* (CVN 68) cheer while being broadcast live to PETCO Park for the San Diego Padres Military Appreciation Night.

Photo by MCSN Matthew Haws

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They train in all environments worldwide and their qualifications include diving, parachuting and demolition.

SWCC teams are the experts in the maritime insertion and extraction of special operations forces. They are highly trained in numerous types of navigation, radio communications, engineering, weapons, parachuting, first aid and tactics. ☞

Story by Sophie Platt, Naval Historical Center, Washington, D.C.

## New Wellness Newsletter gives Sailors Information on Health Initiatives

Navy Wellness is promoting healthier lifestyles for Sailors and their families in their new online newsletter that recently hit the fleet.

“The overall goal is to use this newsletter as the main source for current wellness initiatives,” said LT Jacqueline L. Pollock, OPNAV Liaison for Wellness. “It will also give local commands an opportunity to showcase their hard work and dedication to improving the health of our Sailors.”

The newsletter will be produced quarterly, with the next scheduled issue due out Aug. 1. For more information or to submit something to the newsletter, call Pollock at (703) 695-9708 or DSN 255-9708.

To access the newsletter, visit [www.npc.navy.mil/CommandSupport/PhysicalReadiness/](http://www.npc.navy.mil/CommandSupport/PhysicalReadiness/) on the right-hand side of the page under the Wellness Newsletter tab. ☞

Story by MCC Teresa J. Frith, Navy Personnel Command, Millington, Tenn.

## FFG 60 performs two rescues in Pacific Ocean

USS *Rodney M. Davis* (FFG 60) recently intercepted the fishing vessel *Mariana de Jesus* in international waters. The 33 foot vessel was riding low in the water, running without navigation lights, in a known drug trafficking area and it was not engaged in fishing.

Members of the Coast Guard Law Enforcement Det. assigned to *Rodney M. Davis* initially found only four to six people visible on deck, but it was discovered that the vessel was overcrowded with 31 migrants.

The migrants claimed the ship’s master and crew had departed on another vessel earlier in the day because they spotted a Maritime Patrol Aircraft (MPA) flying over them. The vessel was deemed unsafe and the migrants were transferred to the *Davis*.

After the migrants were fed and examined by the ship’s corpsman, they were transferred to the El Salvadoran Navy.

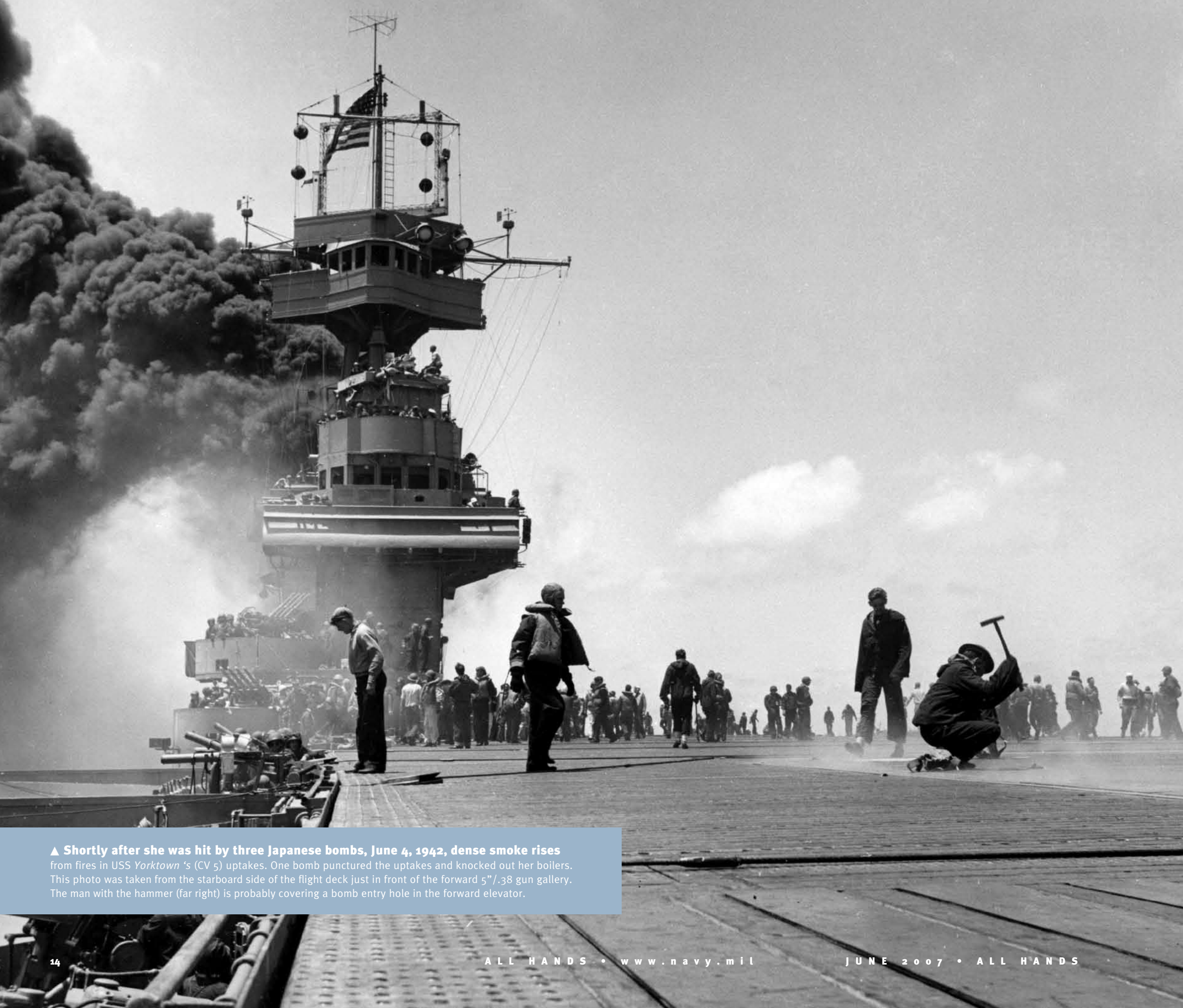
Four days later the Costa Rican Coast Guard vessel *Juan Rafael Mora (JRM)* and *Davis* intercepted the fishing vessel *Kuerubin* with 61 Chinese migrants who also reported being abandoned by the ship’s master four days earlier after another MPA flyover.

*Davis* again provided food, water and medical supplies after which all the migrants were transferred to *JRM*. ☞

Story courtesy of USS *Rodney M. Davis* (FFG 60).

Due to a production error in the May magazine, the story “Twelve On, Twelve Off and No Liberty” ends on Page 28. The rest of the story can be read at [www.news.navy.mil/media/allhands/flash/AH200705/feature\\_2/index.html](http://www.news.navy.mil/media/allhands/flash/AH200705/feature_2/index.html)





# BATTLE OF MIDWAY

Story by LT Jennifer L. Cragg,  
photos courtesy of the Naval Historical Center

EVERY YEAR WE  
CELEBRATE THE  
BATTLE OF MIDWAY  
AS A DECISIVE DEFEAT  
OF THE JAPANESE  
FLEET IN JUNE  
1942. BUT, IT ALSO  
MARKED A RADICAL  
CHANGE IN FLEET  
TACTICS THAT STILL  
AFFECTS THE NAVY  
EVEN TODAY.

▲ Shortly after she was hit by three Japanese bombs, June 4, 1942, dense smoke rises from fires in USS *Yorktown*'s (CV 5) uptakes. One bomb punctured the uptakes and knocked out her boilers. This photo was taken from the starboard side of the flight deck just in front of the forward 5"/.38 gun gallery. The man with the hammer (far right) is probably covering a bomb entry hole in the forward elevator.

Photo by PHO WHEAT G. ROY



The battle was a direct outcome of the Halsey-Doolittle Raid of April 1942. In that raid, an American task force centered on two aircraft carriers had been able to launch 16 U.S. Army bombers only 640 miles from the Japanese coast.

The fact that the Americans could do this, while the Japanese forces were otherwise scoring stunning victories throughout Asia, was a severe loss of face to the Japanese Navy.

To prevent any repeats of this American attack, Adm. Isoroku Yamamoto decided upon a two-pronged solution. First, destroy the existing American aircraft carriers, and then capture the American's forward-operating base of Pearl Harbor to prevent its use by future carriers.

The island of Midway, the furthest west of the Hawaiian chain, was the ideal target to meet these goals. Both sides knew it was an ideal jump-off point for an invasion of Hawaii, and the Americans would have no choice but to defend it.

Japan's battle plan for Midway called for two Japanese fleets, an amphibious force from the south, and a carrier attack force from the north. The amphibious force would arrive first, forcing the Americans to send their remaining carriers to Midway to confront it. Unbeknownst to the Americans, the northern force would then

ambush them while their attention was on the amphibious invasion.

As a diversion, a small Japanese carrier force would simultaneously attack American bases at Dutch Harbor, in the Aleutian Islands.

On the eve of the battle, the Americans had a major advantage. By March 1942, after two years of tedious work, the Pacific Fleet decoding organization called HYPO, under LCDR Joseph J. Rochefort, had broken the Japanese naval code JN-25B. The Americans knew from the outset what Japanese intended on doing.

After the attack on Pearl Harbor, the code breakers were tasked with breaking the Japanese Navy's radio code, analyzing intelligence, and briefing ADM Chester Nimitz with the latest enemy movements and battle plans. Station HYPO, along with other code breakers throughout the Pacific, was devoted to averting any more offensive blows like Pearl Harbor. By early 1942, Rochefort and his code breakers were producing valuable intelligence.

But the Japanese code wasn't easy to crack. One of the ensigns, who worked for Rochefort as an intelligence analyst with the unit's cryptanalysts and Japanese linguists, was now-retired RADM Donald "Mac" Showers.

"... There were more than 44,000 entries in the code book that made up

JN25B. When we enciphered a message we would go through this dictionary of 44,000 code groups and pick out the codes for the words or phrases," said Showers.

The HYPO unit was convinced that the Japanese were plotting an attack in the Pacific. They were certain that the Japanese code of "AF" (Affirm Fox) signified Midway, but not everyone was convinced.

Showers remembered the day when Rochefort knew he had to convince Washington of the real meaning of AF.

"That [event] took place right at my desk," said Showers. "I was the witness ... and I can recite it in detail as if it had just occurred yesterday. CDR Jasper Holmes was standing by my desk talking with me when Rochefort approached him and said, 'Jasper, we've got to do something to prove to the world that AF is Midway.'"

On May 19, 1942, Rochefort and Holmes, the author of *Double-Edged Secrets*, were both certain that Midway and Dutch Harbor in the Aleutian Islands were specific Japanese objectives. To outwit the Japanese, Rochefort and Holmes had to convince Washington the real meaning of AF. But, once the concept was approved, it would be a case of luck and timing to bring all players together to beat the Japanese.

According to Showers, a lot of people like to argue the value of intelligence in the Battle of Midway.



▼ USS *Yorktown* (CV 5) burns after being bombed in the Battle of Midway, June 4, 1942.



▲ RADM Frank Jack Fletcher, Commander, Task Force (CTF) 17, was alongside USS *Astoria* (CA 34) in the cruiser's No. 2 Motor Whaleboat, at about 1 p.m., June 4, 1942. Fletcher was transferring his flag from the bombed and immobilized USS *Yorktown*. CAPT Spencer S. Lewis, CTF-17 Chief of Staff, is just starting up the ladder to board *Astoria*. Fletcher is behind him, just to the right of the boat's centerline, wearing binoculars with white straps. CDR Chauncey Crutcher, *Astoria*'s Executive Officer, is watching in the upper left.

"Intelligence enabled the United States to be there," said Showers. "We needed a way to find out if the Japanese were actually targeting Midway, and the only option was to fake them into revealing their cards too soon [and show] that were indeed targeting Midway."

The problem with these codes were that many people in Washington thought that "AF" meant other locations, such as Johnston Island, Samoa, the U.S. West Coast or even Hawaii. To convince

Washington of the real meaning, Rochefort and Holmes developed a ruse to finally confirm the meaning of the code.

The ruse would be in the form of a naval message that would be sent from Midway to Pearl Harbor indicating the island of Midway had suffered a water casualty. Both Rochefort and Holmes knew that Tokyo would intercept the message and believe that the situation in Midway was dire and ripe for the taking.

As expected, soon after the message

was sent a decryption from Tokyo Naval Intelligence advised that a "water shortage at AF," was discovered. This intercept convinced Washington of the real meaning of AF, setting the Midway war plans in motion.

But the Americans also had a major disadvantage – their battleships had been sunk or damaged at Pearl Harbor, so they could not fight the type of surface action that navies at that time had planned for.

Prior to World War II, naval planners



envisioned vast surface actions that centered on formations of opposing battleships coming to blows. Carrier aviation was considered an accompanying force that would harass an opponent’s fleet prior to the two sets of battleships coming together.

Since they had no battleships, and the Japanese had five, the aircraft carriers were the only chance the Americans had of winning the battle. This meant using them not as a harassing force, but as the major, decisive striking force.

Once the code was confirmed, it was luck that Nimitz had three carriers ready with crew willing to fight the Japanese. Fortunately for the crews of USS *Hornet* (CV 8), USS *Enterprise* (CV 6) and USS *Yorktown* (CV 5), they all knew their participation in the pending battle was going to be significant.

“It was portrayed as being major and we realized what the odds were going to be at Midway,” said Musician 1st Class Stanford Linzey aboard *Yorktown*.

But, *Yorktown* wasn’t as battle ready as the other two carriers. “Yorktown was already injured; ... but, we had to beat them at this game,” said Linzey.

*Yorktown* had to get ready to put to sea, but her Commanding Officer CAPT Elliott Buckmaster was concerned about the damage she suffered during the Battle of the Coral Sea. During Nimitz’ visit with the crew Buckmaster asked when *Yorktown* would be due for her next overhaul.

“We had missed overhauls for at least a couple of years due to other things that had happened, so we were overdue for an overhaul,” Linzey said. “When Buckmaster asked if *Yorktown* would get her six-month overhaul, Nimitz looked the commanding officer square in the eyes and said, ‘I’ll give you 72 hours.’”

And, 72 hours is what *Yorktown* was given in dry-dock.

Linzey said Buckmaster instructed the ship yard to, “‘Walk through the ship. Whatever is broke, fix it.’” Three days later, *Yorktown* left dry-dock.

Prior to *Yorktown* departing for Midway, Nimitz visited with the crew. Linzey recalled Nimitz saying, “I’m going

to ambush the Japanese.”

“That’s exactly what he did. There was a place called Point Luck. We were to go out there, about 150 to 200 miles northeast of Midway. We were to sit there and wait until the Japanese attacked Midway.”

As the war plans were put into motion, Task Force (TF) 16 received the order to deploy, under the command of RADM Raymond A. Spruance. *Hornet* and *Enterprise* had recently returned to Pearl Harbor from the South Pacific.

TF 16 departed May 28 and two

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IRONCLADS – IT WAS  
A GREAT MOMENT  
IN NAVAL HISTORY.”

- AO3 ALVIN KERNAN  
TORPEDO SQUADRON 6  
USS ENTERPRISE (CV 6)

days later, RADM Frank Jack Fletcher, and *Yorktown*, headed back out to sea, bandaged, but ready. Under Fletcher’s, command, *Yorktown* and her escorts formed TF 17. They would later join TF 16 northeast of Midway, all steaming full speed ahead for Destination Point Luck.

“I think it was in the minds and hearts of the personnel who led this thing. In other words, there was a job to be done; there was no room for error, if we could help it. There was no thought that you can’t win. You have to win,” said Linzey.

“I was aware that this was something like Nelson sailing to Trafalgar, and like the Civil War – that little Battle of the Ironclads – it was a great moment in naval history,” said Alvin Kernan, an aviation ordnanceman 3rd class aboard *Enterprise* and assigned to Torpedo Squadron 6.

By June 2, TF 16 and TF 17 joined up about 350 miles northeast of Midway, and Fletcher assumed tactical command. The three carriers had an arsenal of 234 aircraft. Also supporting the war effort were 110 fighters, bombers and patrol planes from Midway. Another 25 fleet submarines under the command of RADM Robert H. English were also deployed around Midway.

At about 9 a.m., June 3, before the strikes on Midway, Navy patrol planes reported a strong force of enemy ships (the Southern Force) about 700 miles off Midway, proceeding eastward. The Japanese were approaching in five columns composed of cruisers, transports, cargo vessels and other escort ships. Nine U.S. Army B-17 *Flying Fortresses*, based on Midway, were ordered to intercept and attack the approaching enemy. The Army bombers scored hits on one cruiser and one transport. Both ships were severely damaged and left burning.

One of the Navy pilots on Midway was ENS Albert Earnest. Earnest, who was stationed at Pearl Harbor, was ordered with eight other pilots and crews to fly out to Midway before the battle started.

“I had never flown out of sight of land before in my life, and it was 1,200 miles out to Midway,” said Earnest.

Later, when Earnest was on Midway, he received word that the American search planes had spotted the Japanese Fleet. Earnest, along with the other air crews, manned their planes with torpedoes ready to drop.

“We were barely in the air when a couple of Japanese planes made a pass at us. But, they didn’t make a firing pass. They just made a recognition pass, and then they left,” recalled Earnest.

“I remember there was a lot of activity on the runway, but we got out there,

▼ A dive-bomber aircraft gets the “go” signal from the plane launching officer as five torpedo planes begin to taxi forward to the launching spot aboard USS *Enterprise* (CV 6). Planes averaged a take-off every 30 seconds.



took off in turn and joined up right after we took off. We’d barely joined up in formation when my gunner called me and said he could see firing back from the island,” said Earnest.

As Earnest and his crew were searching for the Japanese Fleet it was almost by luck that they stumbled on top of them.

“Well, the first thing [we] saw was what looked like ... a transporter ship. It didn’t look like a battleship to me – it didn’t look like a carrier. I just saw one ship and I said, ‘Well, this is fairly easy. I guess all we got is one ship.’”

And, about that time, my gunner told me we were being attacked by Japanese fighters. I looked again and all of a sudden there was the Japanese Fleet – I could see the carriers then,” said Earnest.

Earnest and his gunner then made a decision. They had to open their bomb-bay doors and drop their torpedo. About

that time, the bullets were hitting them pretty hard, leaving them only one option – to dive down toward the water to drop their ordnance.

“We dove down on the water and the other section of three aircraft did the same. They were a little behind us, so I never could see exactly what happened to them. And, I just don’t remember exactly when they stopped firing at me. I don’t guess they ever stopped firing at me,” Earnest said.

As the group of four torpedo bombers headed straight for the big carrier, Earnest remembered getting his site on target.

“I tried to fire my forward gun when a plane seemed to fly straight across in front of me. Then they’d go up and join the ones that were on our tails,” said Earnest.

As Earnest tried to fire off more shots they were getting closer and closer to the carrier, but not close enough yet to drop the torpedo. With his nose slightly down,

Earnest believed he was going into the water, but he was going to drop off his torpedo at something.

“There were two cruisers ... which were ahead of the carriers and so I aimed at one of the cruisers and tried to get into a position where I could have a decent drop at him. I was getting lower because I wasn’t very high in the first place – we were down by 200 feet,” recalled Earnest.

When Earnest finally got into position, he dropped his torpedo.

“And, I didn’t drop it with the manual release, I dropped it with the electrical release; and then I think I followed it up with a manual release,” he said.

Even after dropping his torpedo, Earnest and his gunner weren’t in the clear.

“There were two Japanese fighters that had been on our tail – one stayed with me and was trying to shoot me down. I was trying to avoid him as much as I could





▲ **ENS Albert Earnest (center) was one of the pilots who searched for the Japanese fleet during the Battle of Midway.** This photo, taken in September 1942 at Henderson Field, Guadalcanal has Earnest's other crew members ACOM Rich (left) and RM3/c Ferrier (right).

and getting away from him while I could,” said Earnest.

The Japanese pilots continued their hot pursuit of Earnest.

“I was about ready to give up and I looked over my shoulder and they’d gone – they’d left. I figured they either got called back or maybe they had run out of ammunition,” Earnest added.

Despite Earnest’s success in eluding Japanese fighters, he and his tunnel gunner, Radioman 3rd Class Harry Ferrier survived, but his turret gunner Seaman 1st Class Jay Manning was killed.

Still unknown to the Japanese, three U.S. carriers steamed 215 miles to the east. The two opposing fleets continued to send out search planes – the Americans to locate an enemy they knew was there – and

the Japanese as a matter of operational prudence. As the patrol planes from Midway patrolled along the expected enemy course they spotted the Japanese. At that moment the plan was set in motion.

On the morning of June 4, steaming 240 miles northwest of Midway, Vice Admiral Chuichi Nagumo’s four carriers launched 108 planes to attack the U.S. base there. But, the U.S. Pacific Fleet was armed and ready.

Meanwhile, U.S. naval forces afloat were brought into position. Carrier-based aircraft were launched and proceeded to the spot where the enemy’s previous course and speed had been predicted. But, the enemy had changed their course after the aerial attacks by the fighters from Midway.

Just three hours after the first bomb

fell on Midway, planes from *Hornet* struck the enemy force, and 30 minutes later *Enterprise* and *Yorktown* aircraft streaked in to join in smashing the Japanese carriers.

“And, I felt very good about it and so did the others as well,” said Kernan who stood on the carrier flight deck of the *Enterprise* and watched as the *Hornet*’s aircraft departed for their historic mission against the Japanese Fleet, June 4, 1942.

According to Kernan, “Morale was very high – and we sensed that our great battle was coming.”

About the time the planes were leaving the carrier flight decks, B-26 bombers and TBF Avengers from Midway were also making their attack on the Japanese fleet. The timing of the release of aircraft was designed to catch the Japanese planes returning from the Midway strike.

Two squadrons of *Enterprise* dive bombers, led by its Air Group commander, LCDR C. Wade McClusky, searched for the Japanese. While airborne, McClusky and his crew soon realized they were past the point where they should have intercepted the Japanese.

“They had a choice – to turn south toward Midway, or to turn north,”

Kernan recalled. When McClusky saw a Japanese destroyer below heading north, he decided it must be racing to rejoin the fleet, so he followed it. That decision to follow the fleeing Japanese during the height of the fierce battle led their unit to sink the three carriers.

“If they had not sunk those carriers, if McClusky had turned south, *Yorktown* would have still sunk one, which they did,” added Kernan. “But, there would’ve been three others left to launch attacks against the American fleet and things would’ve have turned out very, very differently.”

One of the other naval aviators who flew with McClusky and was assigned to *Enterprise* was ENS Lewis Hopkins. As a junior aviator, Hopkins felt a slight trepidation before the great battle began when he was leaving the flight deck.

“I guess there was some concern ... I wouldn’t say I was scared, but there was certainly concern ... and the minute I got

into the cockpit and took off, my training took over.”

With his limited training and sheer determination keeping him in the air, Hopkins pressed forward to his date with destiny hoping that luck would be a factor.

Hopkins says he will always remember seeing the Japanese fleet.

“Sitting right here, I can see that fleet just the same as I saw it on June 4, the Japanese fleet. It’s just something that’s impressed on my mind,” he said.

As the aviators continued to be launched from the carrier decks, it took as much as an hour before all of the planes were mission-ready and fully launched. While waiting to launch, the aviators were unaware of two problems they would face – shortage of fuel and their predetermined flight plan: the enemy had changed its course. As each minute ticked by, the aviators quickly realized they had little fuel remaining to reach their target, drop their ordnance

and return safely to their carrier decks.

“The fuel gauges continued to decrease as each passing moment went by, and still no fleet was spotted,” said Hopkins. “While the bombers and torpedo planes were flying on course to their perceived interception point, the torpedo planes broke off from course.”

Torpedo Squadron 8, accompanied by fighters and dive-bombers, took off on what was proved to be one of the most heroic episodes of the war. Although separated from their escorting fighters, the Torpedo Squadron pressed straight on towards their target.

LCDR John C. Waldron had sparred with *Hornet*’s Air Group Commander, CDR Stanhope C. Ring, over the course to be followed. With no agreement, Waldron led Torpedo Squadron 8 away from the rest of the air group, heading southwest while *Hornet*’s bombers and fighters took a more westerly course. Torpedo Squadron 8 spotted the Japanese Fleet approaching

#### ▼ **This photo of the pilots of Torpedo Squadron (VT) 8 was taken aboard**

USS *Hornet* (CV 8), circa mid-May 1942, shortly before the Battle of Midway. (Front row, kneeling, left to right): ENS Harold J. Ellison; ENS Henry R. Kenyon; ENS John P. Gray; ENS George H. Gay Jr.; LTJG Jeff D. Woodson; ENS William W. Creamer; Aviation Pilot 1st Class Robert B. Miles. (Back row, standing, left to right): LT James C. Owens Jr.; ENS E.L. Fayle; LCDR John C. Waldron, Squadron Commanding Officer; LT Raymond A. Moore; ENS Ulvert M. Moore; ENS William R. Evans; ENS Grant W. Teats; LTJG George M. Campbell.

#### ▼ **LCDR John Waldron, commander**

Torpedo Squadron (VT) 8, led the squadron away from the air group. While USS *Hornet*’s bombers headed west, Waldron and VT 8 headed southwest and discovered the Japanese Fleet approaching from the northeast.





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WAS REALLY ESSENTIAL.”

- LTJG NORMAN “DUSTY” KLEISS

from the northeast. As they expected neither fighter support, nor coordination with *Hornet*’s bombers, Torpedo Squadron 8 attacked immediately.

This was, in effect, an aerial version of the “Charge of the Light Brigade.” Naval aviation tactics at that time called for dive and torpedo bombers to attack an enemy fleet simultaneously so that the attention of the anti-aircraft defenses would be split between high and low altitude targets. By attacking alone, all of the Japanese anti-aircraft guns could zero in on the slow, lumbering torpedo planes flying just above the water.

All were soon shot down with only one Torpedo 8 pilot, ENS George Gay, surviving the battle.

Meanwhile, McClusky spotted a lone Japanese cruiser heading northeast and altered his group’s course to the direction of it. Continuing on the diverted course McClusky’s group spotted the Japanese carrier strike force. Picking the two nearest carriers in the line of approach, McClusky ordered the attack on the two largest carriers in formation – *Kaga* and *Akagi*.

“One remarkable fact stood out as we approached the diving point - not a Japanese fighter plane was there to molest us. We attributed this to the Japanese fear of the torpedo plane and the defeat they had sustained by those planes in the Coral

Sea,” said Hopkins.

Also participating in the strike against the Japanese Fleet was LTJG Norman “Dusty” Kleiss.

“I dived down and used the ‘red circle’ [on the deck of the Japanese carrier] as the target,” said Kleiss. “Of course you don’t shoot exactly at the circle, you add where that circle is going to be by the time you get down there. ... Remember you’re going down at about 1,000-feet per second.”

Kleiss was successful, scoring a direct hit alongside *Kaga*’s forward elevator. A second hit struck fueling equipment, spraying the bridge with burning gasoline. As many as six other hits followed from other aviators in the group. Flame and smoke made it impossible to count hits with precision. In the hangar decks, fuel and munitions set off a conflagration which soon overwhelmed the ship.

“... I heard the first communications. ‘You take the one on the left, ... I’ll take the one on the right,’” said Kleiss. Throughout the first stages of the battle with the Japanese Fleet, torpedo planes from each of the three U.S. carriers continued to drop their ordnance on the Japanese carriers, one after another.

Once the aviators began their attacks, the Japanese tried to fire off radio calls communicating their looming fate. At 9:49

a.m., the Japanese cruiser *Chikuma* radioed the carrier *Akagi*, informing them of 14 enemy planes 50 kilometers to their portside.

“The guys who flew those planes had guts to make them go and do what they could,” said Kleiss.

Kleiss added that despite the torpedo pilots’ sheer determination and obvious talent, the torpedo planes were the worst in the world. The planes traveled at a speed of about 100 knots.

“Imagine this thing ... knowing they had practically zero likelihood of ever getting back. And, yet, they knew that their mission out there was really essential.”

As Kleiss dropped his ordnance, Hopkins and his rear gunner were trying to take aim.

“One of the responsibilities of my rear seat gunner was to call out the altitude ... and he was saying, ‘4,000, 3,500, 3,000, 2,500 and 2,000’ and ordinarily you release at that point ... and so I went a little bit lower like everybody else did that day to improve their chance of [a] hit.”

Hopkins recalls how he and his rear seat gunner got down to 1,500 feet and for the first time met fighter opposition.

“After I released, I immediately turned to counter his attack and got down as low on the water as I could. Now we were in the middle of the Japanese Fleet.”

The situation was comical according to Hopkins.

“My rear seat gunner ... said ‘Let’s get the hell out of here,’ and I replied, ‘What do you think I’m trying to do.’”

By all calculations, Hopkins didn’t have enough fuel to return. Some of his fellow pilots didn’t make it back because they ran out of fuel.

“As I landed, I was one of five out of my division to get back. No reason why or how that it happened,” said Hopkins.

Like Hopkins, Kleiss was on the verge of not returning to the flight deck. Said Hopkins, “... I didn’t know how much gas he had left in his tank, but I heard that Kleiss landed on the flight deck with a couple of teaspoons of gasoline.” For both Kleiss and Hopkins it was luck that played a role in their safe return.



▲ ENS George H. Gay is seen here at Pearl Harbor Naval Hospital, with a nurse and a copy of the *Honolulu Star-Bulletin* featuring accounts of the Battle of Midway. He was the only survivor of the June 4, 1942, Torpedo Squadron (VT) 8 TBD torpedo plane attack on the Japanese carrier force.

The battle didn’t come without a cost on both sides. *Yorktown* was attacked by 12 to 15 enemy torpedo planes escorted by fighters.

Kernan watched the attack on *Yorktown* from the flight deck of *Enterprise*.

“We were five or 10 miles away, and we stood – it was like a movie – watching the attack on *Yorktown*. But the Japanese stopped there – they never came near us.”

The hits on *Yorktown* put her out of action. The damage caused a list that rendered her flight deck useless, but her aircraft continued operating from the other U.S. carriers.

By sundown on June 4, U.S. forces had gained control of the air around Midway.

On 5 June, TF 16 under command of Spruance pursued the Japanese Fleet westward, while work continued to salvage the damaged *Yorktown*. Both *Akagi* and *Hiryu*, damaged the previous day, were scuttled earlier in the day by Japanese destroyers.

The last air attacks of the battle took place on June 6 when dive bombers from *Enterprise* and *Hornet* bombed and sank heavy cruiser *Mikuma*, and damaged destroyers *Asashio* and *Arashio*, as well as the cruiser *Mogami*.

However, the Japanese were able to deal one more decisive blow to the American fleet when Japanese submarine (I 168) interrupted the U.S. salvage operations,

torpedoing *Yorktown* and torpedoing and sinking destroyer USS *Hammann* (DD 412). *Yorktown*, suffering from numerous torpedo hits, finally rolled over and sank at dawn on June 7.

During the next two days, Japanese intercepts documented the withdrawal of Japanese forces toward Saipan and the Home Islands.

An estimated 275 Japanese aircraft were destroyed or lost at sea through a lack of flight decks on which to land. Approximately, 4,800 Japanese were killed. The carriers *Akagi*, *Hiryu*, *Kaga* and *Soryu* were also sunk, as well as the cruiser *Mikuma*.

This was a crushing defeat for the Japanese. With their aircraft carriers sunk, the Japanese had lost control of the air over their remaining surface forces, and could not continue the battle.

The Americans won the battle through the hard work of code breaking, the aggressive and innovative use of the aircraft carrier and the bravery and resolve of the Sailors who were there. Instead of being the victims of an ambush, they had turned the tables on the Japanese Navy and had ambushed them.

The Battle of Midway permanently weakened the Japanese Navy and allowed the United States to seize the initiative in the Pacific and go on the offensive.

Afterwards, some orders for new battle-ships were cancelled, and orders for new aircraft carriers increased - setting the stage for the carrier-centered Navy of today.

***Cragg is assigned to Naval Media Center, Washington D.C.***

*Editor’s Note: This story was compiled from previous articles by the Naval Historical Center and All Hands magazine, and from studio interviews conducted by the Naval Media Center with Harry Ferrier, Albert Earnest, Alvin Kernan, Lewis Hopkins, Donald “Mac” Showers, Roy Gee, Dusty Kleiss, Gordon Skinner, Robert Swan, Stanford Linzey, William Roy, Lloyd Childers, Peter Newberg, Earl Anderson, Clayton Fisher, and John Gardner.*



# The Best-kept Secret of the Silent Service

Story by MC3 Brandon Shelander, photos by MC1(AW/SW/SS) John Fields



On a poster of U.S. submarines, you'd have to look at the smallest silhouette to find Nuclear Research Submarine NR 1. The small size is just one of the many things that make her unique, and even though most people haven't heard of NR 1 or her contributions to ocean research and recovery, she has had almost 40 years of active service to rack up an impressive list of accomplishments.

A deployment for NR 1 could take them anywhere. NR 1 has been involved in a number of civilian research projects through the past decades, with the most recent being the Flower Garden Banks Expedition in the Gulf of Mexico.

Submarine support vessel *MV Carolyn Chouest* towed NR 1 to Galveston, Texas, where scientists loaded their equipment aboard the support vessel. During the week-long project, NR 1 along with the remotely-operated vehicle (ROV) *Argus* explored the Flower Garden Banks to understand and study the Gulf's coral reefs and investigate some of the underwater mud volcanoes in the area.

For LT John C. Roussakies, NR 1's executive officer, the most exciting part of his job is working with the scientists.

"Working with outside organizations and the coordination with them takes a lot of work and effort, but it's well worth it when you go out and complete a scientific mission. You can actually see the results," said Roussakies. "A fast attack sub will go out and collect data and they'll never see the results. We actually get to see results from our work and I think that's very satisfying.

"You get to see the product and you're in touch with the scientists. They'll send you their results, papers, photos, photo mosaics or side scan mosaics and you actually see what you did and accomplished and it's very gratifying," he added.

Students and researchers around the country also had the chance to watch

◀ **CDR Enrique Panlilio, officer in charge of Nuclear Research Submarine NR 1** waits in the bridge while preparations to get underway are being made.



▲ **Sailors aboard submarine support vessel (MV) *Carolyn Chouest*** prepare an SR-6 Rigid Hull Inflatable Boat (RHIB) for a surface tow hook up with NR 1 as it departs Naval Submarine Base New London, Conn.

live video feeds of the expedition, which were sent directly from the aft deck of *Carolyn Chouest* to various schools, libraries and scientific groups as well as being broadcast live over the Internet.

"I think the Flower Garden Bank Expedition and working with Dr. Robert Ballard and the Navy on things like this is very positive for me and for the crew because we get to reach a lot of young people," said Merchant Marine Capt. Jon H. Skoglund, captain of *Carolyn Chouest*. "We can develop young minds and get them interested in things other than what they would see during normal school hours."

The Flower Garden Banks survey is one of the many ways NR 1 can be used for research in coordination with civilian organizations.

NR 1 has had a long history of both supporting and advancing research. NR 1 entered the fleet in 1969, during a time when technological advances during the Cold War made feats such as trips to the moon and nuclear-powered research submarines not only feasible, but desired. Nuclear power was the hot ticket of the day, and its application and uses in the military were opening up new horizons for designers and researchers. During

this time, the Navy had an incredibly strong advocate for nuclear power.

ADM Hyman G. Rickover, considered the father of the nuclear Navy, envisioned a nuclear-powered research submarine that could dive deeper than any other vessel and provide the Navy with scientific and tactical data. But Rickover's hard-fought battle with Congress resulted in Rickover building the little ship without congressional approval. For that reason, NR 1 was never commissioned in the U.S. Navy, nor is she named like other subs in the Navy. But many say that NR 1 would not have happened without the strong will and advocacy of Rickover.



▲ **NR 1 arrives in Galveston, Texas, in preparation for operation *Flower Garden Banks*.**



**“We can stay down and be deployed for 28 days at a time. No other deep submersible in the world is capable of doing that for any extended period of time; they can only stay down for a number of hours.”**

**STC Lyndel K. Todd**

During the next 30 years, NR 1 would operate mostly under a veil of secrecy, conducting Cold War reconnaissance missions that are still classified. This is one of the reasons why NR 1 is still unknown to most Americans. She began to surface in the public’s eye in the 1980s when used in the search and recovery of space shuttle *Discovery*’s wreckage, as well as that of Egypt Air 990.

To expand NR 1’s mission profile, the Navy partnered with civilian research projects during the 1990s such as the *Jason Project*, which searched and excavated ancient Roman shipwrecks off the coast of Sardinia that were carbon dated at 400 BC. NR 1 has worked with every Navy in the world and some of the most prominent scientists of our day such as Dr. Robert Ballard, the man who found the Titanic.

“Not a whole lot of people know about NR 1,” said CDR Enrique Panlilio, commanding officer of NR 1. “NR 1 occupies a niche capability in the Navy. She’s not a combat ship. She doesn’t carry torpedoes or guns. NR 1 is primarily designed for spending long periods of time on the ocean bottom gathering data,” Panlilio said.

But what makes NR 1 so unique? From the outside, the first thing a person might notice is its unusually small size for a submarine.

“It’s just a huge culture shock,” said NR 1 crew member Chief Sonar Technician Lyndel K. Todd, “It’s like an underwater [travel trailer] except a [travel trailer] is bigger. And life underway on NR 1 is almost like camping, but without the beer.”

Todd has been an NR 1 crew member for three years and explained why it’s crowded. “Living conditions can be uncomfortable at times because space is limited. The ship was only designed to carry about seven or eight people and we get underway with 13, because the watch standing requirements have changed since they built the ship, so we’re operating at maximum capacity.”

With crew members on a six-hours on/six-hours off working rotation, and three duty sections in port, there’s rarely free time. And with a very limited amount of sleeping space or personal space, crew members either have to take turns sleeping in a rack or sleep on the floor and there is no installed shower.

“It does get crowded. Personal space is limited. If you don’t like bumping into people you don’t want to be there,” Todd added.

NR 1 is roughly 145-foot long and 12-foot wide. It has three, four-inch diameter viewing ports on the forward nose and two wheels forward and aft, which it uses to roll along the ocean floor. Large lights and a manipulator arm complete the package to make NR 1 a very nimble underwater research and recovery craft. Crew members enjoy NR 1’s maneuverability because of forward and aft thrusters that allow her to turn, hover and side drift like a helicopter. But maneuverability isn’t what sets NR 1 apart from other deep submergence vehicles.

NR 1 is the only nuclear-powered, deep submergence vehicle in the world; a feature that makes NR 1 capable of staying on the ocean floor for extended periods of time.

“We can stay down and be deployed for 28 days at a time,” Todd said. “No other deep submersible in the world is capable of doing that for any extended period of time; they can only stay down for a number of hours.”

Operating in NR 1’s cramped environment requires a special kind of Sailor. Throughout her many years of service, only the very best and brightest Sailors of the Navy’s nuclear community have had the honor of being an NR 1 crew



**▲ Sailors aboard NR 1 get underway**  
from Naval Submarine Base New London, Conn., making way down the Thames River.

member. This exclusivity has led to the title of “Blue Angels of the Submarine Force.”

How exclusive are they? More people have been in outer space than have looked through NR 1’s viewports at test depth.

The screening to become a part of the NR 1 crew is an important part of what makes NR 1 successful.

“I originally heard about NR 1

when I was on USS *Connecticut* (SSN 22) because we were stationed at the same homeport,” said Todd.

Todd’s first experience with NR 1 was like many others in the submarine community. He would see NR 1 coming and going out of the Submarine Base Groton on the Thames River. The small vessel was a curiosity for him and other submariners because it was always berthed behind a privacy screen. After asking about it, he got the chance to

speak with a former crew member.

“I knew some of my former instructors had worked there,” said Todd. “In fact, my staff advisor when I was a student ended up going to the NR 1. So I talked with him about his experiences there and it sounded like a good place to go once I got done with my shore duty.”

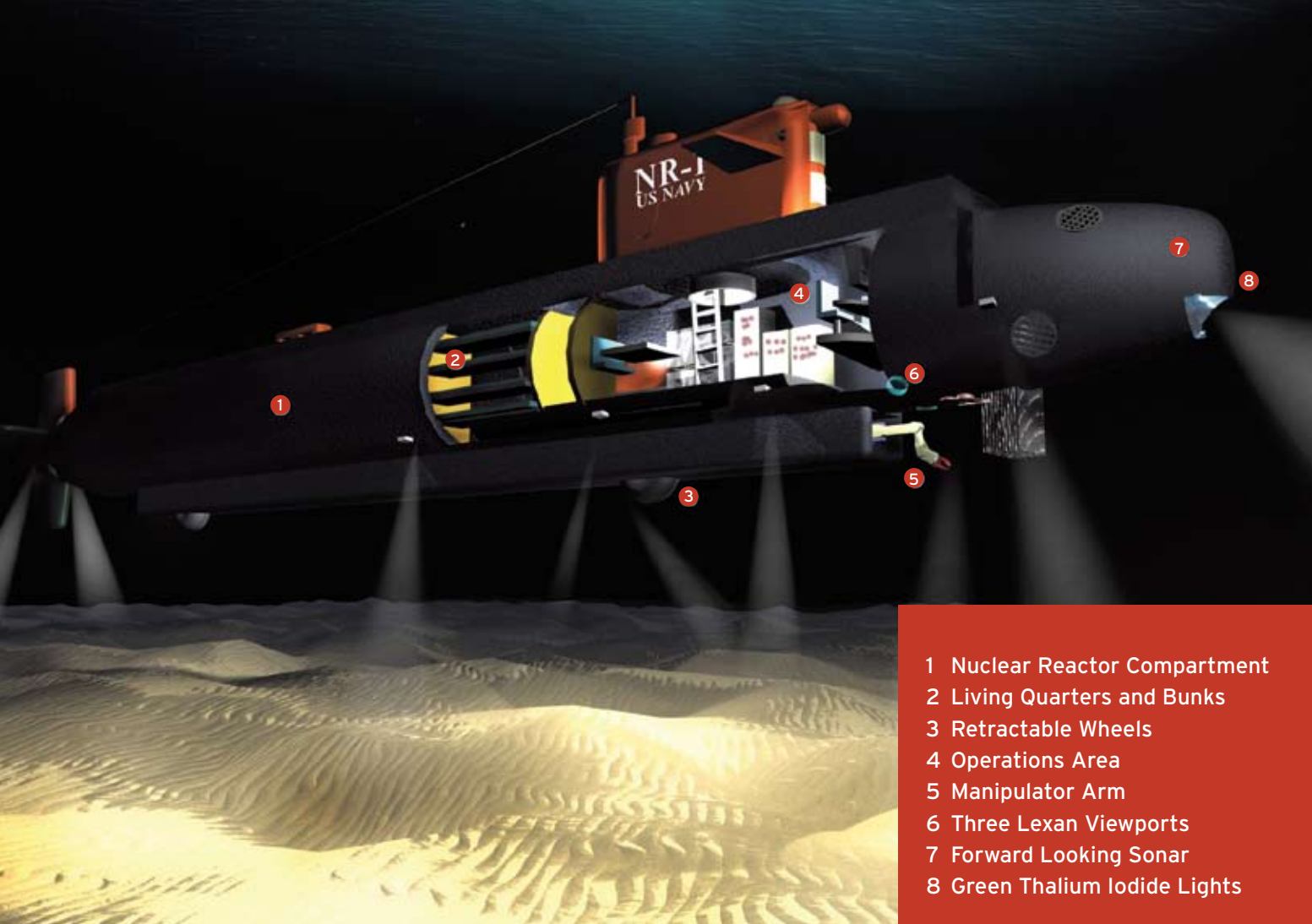
With his goal set, Todd ultimately began the NR 1 crew member selection process.

“When I was at the S8G prototype, I qualified for engineering watch supervisor

and engineering officer of the watch, which is some of the prerequisites to screen for NR 1 duty. You have to be in the top half in your classes both in “A” school and power school; and have a pretty spotless record just to get into the door,” Todd said.

“After that, you have to go directly to Naval Reactors in Washington, D.C., for further interviews and finally every single nuclear crew member has to have an interview with the head of naval nuclear reactors,” Todd added.





- 1 Nuclear Reactor Compartment
- 2 Living Quarters and Bunks
- 3 Retractable Wheels
- 4 Operations Area
- 5 Manipulator Arm
- 6 Three Lexan Viewports
- 7 Forward Looking Sonar
- 8 Green Thallium Iodide Lights



The head of nuclear reactors is a four-star admiral. It is the same interview that prospective nuclear officers must go through and the same one that all the stories about Rickover came from.

The final interview in D.C. is a daunting challenge for some Sailors.

“That’s an interesting interview,” NR 1 crew member Chief Machinist’s Mate Richard Gardner explained. “You sit there across from the admiral and he basically asks you a few questions. He already has your package in front of him; he already knows what Naval Reactors has said, and he’s the final decision man.”

Being under the “Spotlight of God” as crew members fondly say, is a tradition that Rickover started to personally make sure that the Sailors

◀ **NR 1 arrives in Galveston,**  
Texas, in preparation for operation  
Flower Garden Banks.

who would crew nuclear submarines were exactly the kind who can handle the unique stresses of submarine service.

“Someone who can come up with solutions to problems is what I think he’s looking for,” Gardner said.

The unique challenges life aboard NR 1 offers is one of the reasons potential NR 1 crew members are screened so thoroughly.

“When you’re on a deep submergence vehicle like NR 1, if something breaks or goes wrong, you are on your own,” said Panlilio.

Panlilio is very fortunate to work with such incredible talent and credits the screening process.

“To know that your entire crew was hand-selected and chosen because they were at the top of their game, both academically and out at sea, and they had a rigorous screening process, you know that you’re going to be able to accomplish anything,” he explained.

Part of the “can-do” attitude the crew shares comes from their ability to keep NR 1 running smoothly. Maintaining NR 1 is a challenge because she’s a unique vessel and more than 35 years old. Many parts are one of a kind, and the crew often has to integrate new and old technologies or simply fabricate parts that will work.

The different maintenance and operating challenges NR 1 poses to the crew mean they have to know how to operate outside of their own job descriptions and know everyone else’s job as well as their own.

“Just like any other submarine, we have a rigorous training program, both in port and out at sea. But I would say that the most important part of our training is to get actual live training out at sea,” Panlilio explained. “Nothing can replace the experience of diving down to the ocean bottom, working all of our special equipment and recovering objects. There are no trainers on shore that would allow us to work up for a deployment, so the most important thing is to get as much time out at sea as possible - to maintain sharp efficiency operating the vessel.”

According to Panlilio, NR 1 is

currently scheduled to be inactivated in the second half of 2008.

“We’ll head to Portsmouth Naval Shipyard and be dismantled from there,” he explained.

“Due to advancements in unmanned vehicle technology, the possibility of the Navy creating another nuclear-powered research submarine is virtually zero,” said Todd. “There will never be another like it in the U.S. Navy. A lot of the capabilities that we perform can be done by remotely operated vehicles or even by other submarines – but not all at once. Unmanned underwater vehicles technology has come a long way - from the ability to shoot something out of a torpedo tube that can go take pictures or put new side scan sonar on a submarine to doing surveys similar to what we do now.”

But even though NR 1’s fate is sealed, many people, including the current crew of NR 1 have strong feelings for keeping the memory of NR 1 alive.

“I would like to see her made into a museum, maybe not the whole ship, but parts or a portion of it. Or even a mock up of the operations compartment in the submarine museum in Groton, Conn.,” said Todd. “There’s a lot of history involved with NR 1 and it would be a shame to just let her fade into history. ... I think when the time comes there will be a push to save some of that history and preserve it.”

When NR 1’s final day of operation arrives, she will have occupied a special place in naval history as the first and last nuclear-powered, deep submergence submarine. In a time when man was reaching for the moon and the world was looking to the stars, a small, unique U.S. Navy submarine began exploring and researching the dark, cold depths of our oceans. ⚓

*Shelander and Fields are assigned to the Fleet Public Affairs Center, Atlantic, Norfolk.*



▲ **CDR ENRIQUE “RICK” PANLILIO** OIC Nuclear Research Submarine  
NR 1 hosts a tour for Astronaut James F. Reilly III Ph.D.



# ANOTHER WAY TO SERVE

## SAILORS CAN HELP SAVE LIVES

Story and photos by MC2(SW) Rebekah Blowers

**C**hief Warrant Officer 3 Margo Bower is looking for someone to save her life. The material officer for Naval Special Warfare Group 2, Logistics and Support Unit 2 at Naval Base Little Creek, Va., looks like any other chief warrant officer getting ready to retire after almost 27 years of naval service. But, her story is a little different. She has cancer – Hodgkins Lymphoma to be exact - a malignant growth of cells in the lymph system.

▲ **After four recurrences of Hodgkins**  
Lymphoma, CWO3 Margo Bower is looking for a  
bone marrow match to help save her life.





### ▲ A Sailor at a Bone Marrow Registration Drive aboard

*USS Nashville* (LPD 13) places his DNA sample in the packet that gets shipped to the C.W. Bill Young DOD Bone Marrow Center Laboratory for analysis.



### ▲ Eddy Medina, senior recruiter for C.W. Bill Young DOD Marrow

Donor Program explains to ET1(SW) Erni Quraesma a Sailor from *USS Nashville* (LPD 13) how to properly swab his cheek and place his swabs in a packet to send back to the laboratory for bone marrow testing.

First diagnosed with Hodgkins in October 1993, she went through chemotherapy until the cancer went into remission eight months later. She got healthy and, when told she would be medically boarded out of the Navy, she proved them all wrong.

“It’s in your will and determination to get well. Anybody can say, ‘Well, I’ll just take a med board and get a percentage for the rest of my life.’ But what is your life going to be like? So when I got well, I wasn’t supposed to be able to run again, but I said, ‘Yeah I can’ and I passed my physical training test.”

Bower went to Bureau of Medicine and Surgery (BUMED), Washington, D.C., for her medical board, bringing a lot of statistics with her.

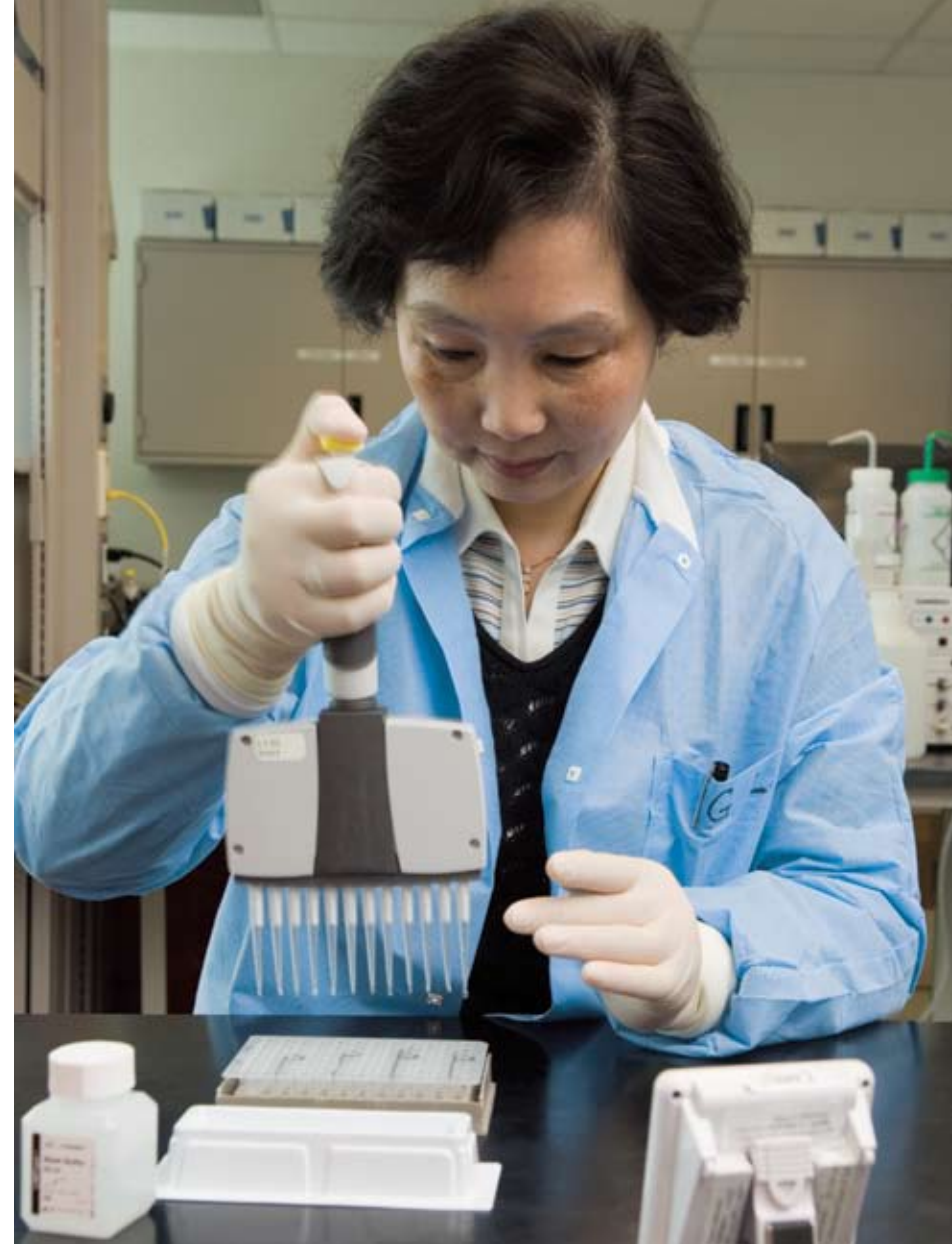
“I showed them the percentage of people who failed their physical readiness test (PRT) and who are still healthy and still in the Navy. I had an illness and I overcame it. But I also did my PRT test after being told I wouldn’t be able to do it again,” said Bower with her Western N.Y. accent.

She won her fight to stay in the Navy. Unfortunately, it wasn’t her last battle with Hodgkins Disease.

“It came back in June 1997; I did radiation and chemotherapy, and that took me eight years out until it came back, again,” she said.

In 2005, she discovered she relapsed again and underwent a stem cell transplant (using marrow cells from the patient) at Walter Reed Army Medical Center, Washington, D.C. Months later, she relapsed again for the third time because her bone marrow was so ‘beat up.’

“We were successful in getting rid of the cancerous tumors and lowering the metabolic rates, but we did not get rid of the cancer cells in the bone marrow system, so it keeps coming back,” she said. “The uniqueness of my case, according to UNC (University of North Carolina, Bone Marrow Transplant Center) is my cancer returns in the same identical area, an area in my chest around my heart, and it seems I’m always the one to find it,” Bower added.



### ▲ Guangyi Ling, a research assistant at the C.W. Bill Young DOD

Bone Marrow Center tests bone marrow samples of DOD volunteers around the world.

She is currently undergoing chemotherapy every 15 days and will continue to do so until she finds a bone marrow match. That’s where the C.W. Bill Young DOD Marrow Donor Program has stepped in to help.

The program, enacted into law in 1990 with the help of Florida Congressman C.W. Bill Young and carried out by the Navy for DOD, created a registry where patients who need a bone marrow transplant can look for an unrelated donor.

According to retired Navy CAPT (Dr.) Robert Hartzman, director of the C.W. Bill Young DOD Marrow Donor Recruitment

and Research Program, the Naval Medical Research Center, the National Marrow Donor Program Registry can help save Bower’s and countless other’s lives.

“The Navy initiated federal support for the entire national program for unrelated donors – people outside of the family – for patients who need a bone marrow transplant in 1986 in response to legislation supported by Young. There are about 60 to 70 diseases for which a bone marrow transplant can be life saving. To have a successful bone marrow transplant, the donor and the patient must be very closely matched for their HLA [histocompatibility

antigens], or tissue matching genes. Within a family, 25 percent of siblings are perfectly matched, but because of small family size in the United States only 30 percent of patients who need a transplant have a matched brother or sister. That means that 70 percent don’t match. That’s why we need a large national program that can find them a match from outside their family,” said Hartzman.

Hartzman said that in 1990, since most of the bone marrow transplant recipients are civilians, the Navy and DOD turned the civilian side of the program over to the Department of Health and Human Services with whom they still work very closely. Now, the donor program’s primary mission is to support DOD volunteer donors. They coordinate all the medical and logistic support for DOD personnel who volunteer.

Hartzman noted, “DOD plays a very large role in the entire program because of the more than 400,000 volunteers from all services. This information is tightly linked with the national program, so all volunteers who register in the DOD program are listed with everyone else in the national file. [Now] a patient seeking a donor only has to do one major search.”

Bower said that even though there are 6.5 million people in the National Registry, that only adds up to approximately 2 percent of the population of the United States and because of her genetic background, it’s especially hard for her to find an exact match.

“I have a rare HLA strand which is Native American Indian, and that’s what’s keeping me from finding a match. Each individual has 10 markers, or strands, of genetics that break down the ethnic background in their DNA. One of mine, combined with the nine other strands is the marker. You can imagine how hard it is to find that one marker,” Bower said.

Her family has been incredibly supportive during her illness and even started bone marrow donor drives in their local areas to increase the chances of her finding a match.

“But, what’s so amazing is how the



# “I would like to see more people out here doing this. Any time you get a chance to save a person’s life is probably the greatest gift.”

- LT Ted Kush, Supply Officer, USS *Nashville* (LPD 13)

Navy family has jumped on doing bone marrow drives everywhere for me. It gives you that warm fuzzy feeling that you have a second family. I’m not married, I live alone and my command has been my family – taking me to chemotherapy, supporting me and helping me all the way,” she said.

Commands around the Navy have also taken an active role in sponsoring bone marrow donor drives. One such command is USS *Nashville* (LPD 13), currently in the shipyards in Portsmouth, Va. Sailors from neighboring ships came aboard for the drive as well. One Sailor, Engineman 3rd Class Cory Dufield, a technician for

auxiliary division aboard USS *Whidbey Island* (LSD 41), said he saw the Bone Marrow Center’s poster with Bower’s story on it and thought he would try to help.

“I read the paragraph about the chief warrant officer on a poster on the mess decks and I thought it would be a nice thing to do. I think it’s important because it is very hard to find donors and so you might be a person that would be the closest match and help someone live,” Dufield said.

*Nashville*’s Supply Officer, LT Ted Kush said he felt the bone marrow registration drive was another way for *Nashville* and her crew to give back to the community

## ▼ Research Assistant Anita Terse at the C.W. Bill Young DOD

Bone Marrow Center checks to make sure bone marrow samples are ready to be labeled after DNA testing.



and the country.

“I think *Nashville* can help set the example. I think this is something everybody should do. It’s the right thing to do,” Kush said. “We’ve led by example in a lot of things in the Navy and I think we continue to do so. I would like to see more people out here doing this. Any time you get a chance to save a person’s life is probably the greatest gift.”

Eddy Medina, senior recruiter for C.W. Bill Young DOD Marrow Donor Program, was at the drive aboard *Nashville* and explained the process.

“When you attend a bone marrow drive, you fill out a form and then we issue you four swabs – one for each quadrant in your mouth. You place the swabs between your cheek and your gum, put them in the card we provide and ship it back to the lab. Then we test the swabs to see what type of HLA or bone marrow you have and that information is logged into the national registry. You might not be a match for years or you might be a match within 30 days once the tests are done,” Medina said.

Medina explained that if a Sailor is found to be a potential match, he or she goes through further testing to ensure he or she is a solid match. A Sailor who is a “best match” is sent to the Washington, D.C., area at no cost to the Sailor or the Navy to obtain a physical.

“Once that’s done, we send you back to your duty station and ask you to wait six to eight weeks or longer depending on the patient. Once the patient is prepped and ready to receive the bone marrow we’ll bring you back to Washington, D.C., for collection of bone marrow,” said Medina.

“To collect the bone marrow you are anesthetized before they insert a special needle into your hip bone and draw no more than 5 percent of the marrow that you have. When the marrow is collected, it’s put in a bag and hand-carried to wherever the recipient may be,” Medina continued. “Once the marrow is given to the patient, they have approximately a 50 percent chance of survival.

The next day the donor will feel a

soreness in their lower back like they fell down and hit their tailbone. That lasts three to four days, but the bone marrow will replace itself over time.”

There is also another form of bone marrow donation which Medina explained as well.

“You could donate peripheral blood stem cells (PBSCs). They are collected in a different manner. They give you a shot every day that stimulates the marrow and releases some of the immature blood-forming cells into the blood. On the fifth day they hook you up to a machine that separates the PBSCs, white blood cells, platelets, red blood cells and plasma, and gives you your blood back,” Medina explained.

Bower stressed that the procedure for donation isn’t as bad as some Sailors may perceive it to be.

“My match will be taken from blood,” said Bower. “You get four shots, one each day to release an increased number of PBSCs. Then they’ll hook you up to an IV and extract your blood. It goes through a dialysis machine that separates your stem cells and then put the blood back in you,” she said.

“If they do have to extract your bone marrow, you’re sore maybe two days. You’re really not that sore and it’s can mean someone’s life. It’s so important to give, and there are so many people on waiting lists,” Bower said.

Hartzman said that DOD and the Navy are making a difference.

“Each year there’s been about a 10 percent increase in the number of transplants done. Through the whole national program last year, there were a little more than 3,200 transplants. Of those 3,200 transplants in the national program – 400 of them came from the Navy and DOD. The goal is that in the next 10 years to increase the number of transplants from about 3,200 to about 10,000,” said Hartzman.

Medina said the program has grown tremendously since its start in the early 1990s.

“We started recruiting back in 1991, the first few years we only got 15,000 to



## ▲ Surgeon Dr. Hans Janovich performs a bone marrow harvest operation

on AE1 Michael Griffioen. The procedure consists of inserting a large-gauge syringe into an area of the hip and extracting the bone marrow. It is then transfused into the recipient to recreate and replenish T-cells and the white and red blood cells killed while undergoing chemotherapy. Griffioen, assigned to PCU *Ronald Reagan* (CVN 76) at the time of this procedure, was matched with an anonymous cancer patient through the DOD Marrow Donor Program.

16,000 donors and the last few years we are now reaching 38,000 people. In 2006 we enrolled almost 54,000 people into the program,” said Medina.

Hartzman added that it’s those volunteers who make the C.W. Bill Young DOD Marrow Donor Program so special.

“The most wonderful part of this is the individual Sailor out there who is willing to step forward and volunteer to be on the registry and give that one person who needs you as a match a chance to live.

It starts out being very big – 6.5 million donors, 400,000 at DOD – but it comes down to being very personal. It’s that one donor who personally matches one patient and gives them the best chance to regain a healthy life,” said Hartzman.

Bower continues her search for a match, and remains extremely hopeful. She said two potential matches have been found and she is waiting on further testing from those potential donors to see if one of them will be the one to save her life. “It can be a roller coaster ride, but you never stop believing a match will come,” she added.

Bower said she has really enjoyed her time in the Navy and all the support she has received. She said compared to people

she has met in the civilian world going through similar illnesses, the Navy has taken very good care of her.

“Military members get the best medicine. Our doctors are knowledgeable, they are sent everywhere to learn as much as they can and their internships and specialties are huge,” she said.

Bower plans to continue as an advocate for bone marrow donation after her retirement.

“My biggest journey coming up is I want to be a spokesperson for bone marrow. I think my big focus of life is going to be that voice of how much we need to support ourselves. Even when you get out of the Navy, whether you are going to stay 20 years or not, at least you’ve done something to help. Not in an armed forces defense way – but for health – to save someone’s life,” Bower said.

For more information about the C.W. Bill Young Department of Defense Marrow Donor Program, visit [www.dodmarrow.org](http://www.dodmarrow.org).

**Blowers is a photojournalist assigned to Naval Media Center, Washington, D.C.**



# CULTIVATING A CULTURE OF SAFETY

Story by RADM George Meyer  
Commander, Naval Safety Center

Let's face it. Nobody plans on having a mishap, but few of us run through a mental checklist for every potential hazard we face in our working and off-duty lives. It would be too hard to climb out of bed in the morning if all of the possible risks of taking a shower, scrambling a couple eggs for breakfast, and then negotiating traffic on the interstate – to say nothing about on-the-job dangers – had to be dissected in detail.

That said, most of us do manage to complete these and other tasks every day without a trip to the emergency room. Is this just luck? I believe it's more than that. We have a culture of safety in the Navy where managing risk is second nature. Making smart decisions is part of being a professional Sailor. But as long as there are preventable mishaps, we still have room for improvement.

In this magazine, you will find an advertisement promoting defensive driving. Defensive driving means being aware of your surroundings and watching out for the other driver who might be more concerned with finding his favorite CD on the floorboard of the car than he is with signaling a lane change or

watching where he's going. In the coming months, you'll see messages about managing the risks related to a wide range of topics from motorcycle riding to home repairs. Take a look at these ads each month. They might help you learn the easy way instead of the hard way.

I have seen the pride and professionalism our Sailors exhibit on the job. Those who work on a busy and potentially dangerous flight deck wouldn't dream of setting foot up there without their float coats and cranials and without completing the necessary qualifications. Not only that, if one Sailor doesn't have his head on a swivel and walks toward a propeller arc, another shipmate is right there to pull him back and give him a stern lecture.

So why might these same Sailors go out on the town after work and think nothing of letting a drunk shipmate drive? Why do they have a good plan for getting to the bar, but a lousy plan for how to get home? Why do so many decide to drive long distances on weekends without getting a good night's sleep before hitting the road? It's because there is often a different mindset about off-duty decision making.

During FY06, 22 Sailors lost their lives as a result of operational, on-duty mishaps. This is tragic, but the bigger tragedy is that 94 – more than four times as many Sailors – lost their lives off-duty. Of that number, 79 were killed in traffic.

These statistics tell us that the same kind of ingrained, smart decisions we see on the job aren't always being made after working hours. That has to change. All of us must apply the same mindset we use on the job to our recreational activities and driving habits. A Sailor who dies in a car crash is just as dead as one who is killed fighting a shipboard fire. The effects on that service member's family, friends and shipmates are just as dire. Not only that, each and every tragic death affects the combat readiness of the sea services, something we have all sworn to uphold.

I am not asking you to avoid all risk. What I am asking is that you recognize what hazards you can control. Take those 79 shipmates killed in wrecks. It isn't just that nearly every one of those mishaps was preventable. It's that they could have been easily prevented with one or two better decisions.

## DEFENSIVE DRIVING

The **red** drivers are driving defensively...

# ARE YOU ONE OF THEM?





# Fighting the Chemistry of Fire

Story and photo by MCSN Casandra Newell

Focus on.  
Service

**F**ire, fire, fire on the flight deck, away the rapid response team! Port side... These are words no Sailor wants to hear, but for damage controlmen it's a central part of their training.

Damage Controlman 2nd Class (SW/AW) Janelle Switzer, an instructor stationed at Farrier Fire Fighting School, Norfolk, has been in the rate for six years now and loves it.

"It was more of a challenge to myself and it sounded like fun," Switzer said about her decision to become a damage controlman.

Since joining the Navy after high school, Switzer challenged herself to understand the chemistry of fire as well as how to combat it safely and effectively. Switzer is part of a proud tradition of teaching fire safety to the fleet. It's a tradition that has saved numerous lives since the damage controlman rate was created in 1948, merging fire fighters, painters and carpenter's mates.

The morning of July 29, 1967, marked one of the darkest days in the history of the U.S. Navy. In the Gulf of Tonkin, off the shore of Vietnam, Sailors on board USS *Forrestal* (CV 59) fought the deadliest shipboard fire since World War II. After the smoke settled, 132 crew members were dead and 62 were injured. The tragic events of that day were recorded and used as a teaching tool. Every Sailor since has been trained to be a firefighter.

Recalling her experiences responding to shipboard emergencies, Switzer explained that responding to danger is always tense, but not frightening.

"I have so much confidence in the people around me."

By working with controlled fires that are instantly extinguished, Switzer helps teach students how use a hose and a CO<sub>2</sub> canister to put out fires.

For Switzer, the most important lesson she passes on to her students is for Sailors to teach each other.

"I think about *Forrestal*, and I told myself I don't want that to be my ship." ❧

*Newell is assigned to the Fleet Public Affairs Center Atlantic, Norfolk.*



# D-Day, Gaining a Foothold in Europe

Story by MC1(SCW) Jess M. Johnson

**D**-Day – the day the Allies began their push into Europe to repel the Nazi invaders. But how did the Allies come to this point to be able to make their push to liberate the European nations that had fallen to the Axis Powers?

To understand the scope of this invasion we have to look back to before the United States was thrust into World War II.

For years the United States had not wanted to be directly involved in the wars in Europe or the Pacific. The American people, although sympathetic to the citizens of the conquered nations, didn't want to become involved in another war in a foreign land.

When France fell and England came under siege in 1940, President Franklin D. Roosevelt began to send Great Britain all possible aid short of actual military involvement. When the Japanese attacked Pearl Harbor on December 7, 1941, Roosevelt directed a reorganization of the nation's manpower and resources for global war.

The first step in this war would be to repel the Japanese Empire, an undertaking that would require a huge portion of the country's resources to rebuild the Pacific Fleet after the attack at Pearl Harbor, and to keep our ships in the fight. If the Battle of Midway had gone any other way than it did, and if the United States hadn't stung the Japanese Imperial Navy by sinking their carriers and escorts, the war in the Pacific could have taken many more years to resolve. This would have absorbed resources that would have kept the United States from having the crushing power it did across northern Africa and southern Europe.

But because of the successes in the Pacific, America was able to commit the resources and manpower needed to gain a foothold in Europe, decimate the Axis powers and liberate the occupied European nations.

The D-Day invasion was the first step in *Operation Overlord*, which was conceived by the Allies to overwhelm the German forces on the coast of France.

In the weeks building up to the invasion at Normandy, a giant mock force was built along the coast of England near Dover. Using canvas and telephone poles, the Allies built a "Phantom Army" which sprang forth with new regiments of tanks, artillery and other equipment assembled each night under the cover of darkness. This army led the Germans to believe the attack would come from the north at Pas de Calais, France, and they

planned accordingly. The Germans set their equipment and men to defend those shores, which their own experts had said would be the most likely place for an invasion because the shore was more accessible there than any point south.


In the hours before the invasion American, British and Polish paratroopers landed behind enemy lines to take key targets and create confusion among the German commanders. As the sun broke over the horizon the Allied Forces began landing their troops.

The Germans were taken by surprise, and although they held the higher ground, were unable to repel wave upon wave of soldiers storming ashore.

More than 2,000 ships were involved in the June 6, 1944, invasion, landing some 66,000 Allied troops by the next morning. In the coming days, 250,000 Allied soldiers and their equipment were moved ashore.

The overwhelming force of the Allies took the beach at Normandy and virtually assured the defeat of Germany. On the first day there were nearly 2,700 American casualties in an invasion that saw nearly 9,000 Allied soldiers killed or wounded.

By June 8, 1944, the U.S. 1st Army established the St. Laurent Cemetery, the first U.S. cemetery in Europe. The 172.5 acre cemetery is the final resting place for 9,387 of our dead, most of whom were killed in the initial landing and the subsequent operations in France. The "Walls of the Missing" has the names of 1,557 men. Those who have been found have rosettes to mark their names. The others are still missing 63 years later.

Without these men standing up in the face of tyranny, Europe may never have been liberated as quickly as it was. Without victory in the Pacific at Midway, those men may have never landed on the beaches of Normandy. 



▲ Troops wade ashore from an LCVP landing craft off "Omaha" Beach, June 6, 1944.

Johnson is a photojournalist assigned to Naval Media Center, Washington, D.C.

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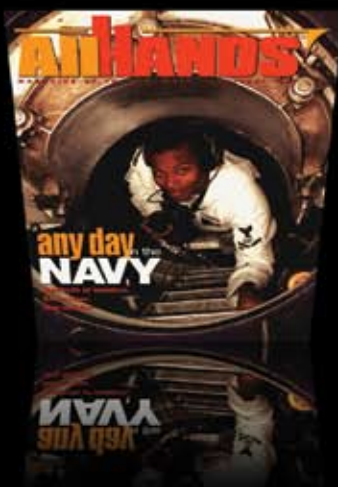
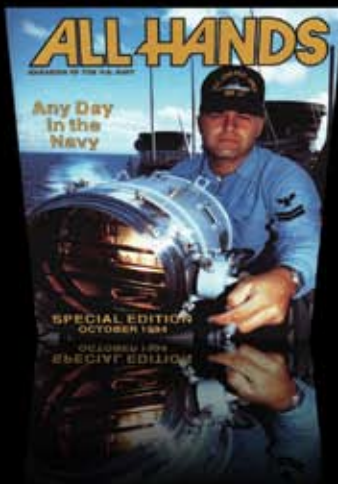
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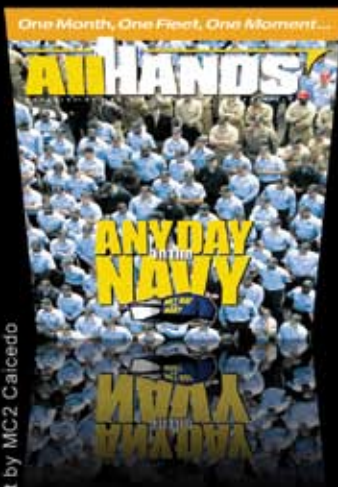
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